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1. The following information was excerpted [REDACTED] from a document on the reorganization of freight and passenger traffic in Berlin drawn up at the Central Designs Bureau of the East German Railroads on 22 September 1952: 25X1

- a. Railroad installations available in the Berlin area are to be organized in such a way that freight trains dispatched to Berlin will be directed immediately to marshaling yards located on the Berlin Outer Freight Ring. The following construction work is required in order to reach this goal:
 - (1) The entire outer freight ring will have to be double-tracked.¹ Grades and curves on the Seddin-Wildpark-Wustermark line section will have to be improved so that the heaviest freight trains can be pulled by one locomotive. It is estimated that this will cost 65 million eastmarks.²
 - (2) A new line section is to be built between Wustermark and Karow via Falkensee, Hennigsdorf and Birkenthaler in order to eliminate the detour via Oranienburg. This will shorten the northwestern sector of the outer freight ring. The new line section will be 42 km long. It was estimated that it will cost 85 million eastmarks.³
 - (3) The Wuhlheide marshaling yard is to be improved at an estimated cost of 200 million eastmarks.⁴
- b. It is expected that traffic to Berlin particularly from west and northwest Germany after the reunification of the country will increase to such an extent that the construction projects mentioned under 1a through c will not meet the requirements for smooth handling of freight traffic. The construction of additional marshalling yards in the north and south of the city may thus become necessary. It is therefore to be taken into consideration that land will be required for a northern and southern marshaling yard on the outer freight ring between Birkenthaler and Karow and Ludwigsfelde and Blankenfelde respectively.⁵

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- c. In the future, east-west passenger traffic is to be directed via the Berlin elevated railroad system which is to be improved in places. It is planned to construct an underground north-south railroad line between the present North railroad station and Anhalterbahnhof (railroad station) for long distance traffic. The new Friedrichstrasse railroad station will be built at the intersection of the east-west and north-south routes. Construction work for passenger traffic is to be executed in construction stages II and III which cover the periods from 1956 to 1960 and 1961 to 1965 respectively. Construction projects required for the reorganization of passenger and long-distance traffic include:

Construction Project	Estimated Cost in Million Eastmarks
Double-track underground line about 7 km long within the city area	320
Reconstruction of the Gesundbrunnen railroad station, which is to become the future North railroad station	172
Construction of the new South railroad station adjacent to the present Friedrichstrasse railroad station	112
Construction of a rail link between the Magdeburg-Potsdam railroad line and the new South railroad station	50
Construction of the Friedrichstrasse railroad junction	10
Conversion of the Pankow and Treptow marshaling yards into regulating station	20
Conversion of the Tempelhof marshaling yard into a regulating station serving the South railroad station	22
Straightening of the railroad line between the East railroad station and the Bellevue railroad station on the Berlin elevated railroad system	332
Construction of electric installations and procurement of electric locomotives required for operations on the underground long-distance line	123
Total	1,243

It is also expected that the Zoo and East railroad stations used for long-distance passenger traffic will not meet the increased traffic requirements which are expected to prevail after the reunification of Germany. The construction of new passenger stations will therefore become necessary at the junctions between the long-distance lines and the Inner Rail Circuit.

2. Source learned

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that the completion of the Kirchenwerder-Lustgarten railroad line section on the northwestern section of the Berlin Outer Freight Ring would further improve traffic conditions in the Berlin area in 1953. The Director General therefore suggested in his letter that preparations for the execution of this project were to be started in 1950.

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- 25X1 1. [] Comment. Only the southern section, which extends from Lichendorf to Grunewald via Rosenthal and Lashow, of the Berlin Outer Freight Ring has been double-tracked. The Nordring, which will be completed in October 1952 and which extends from Karow to Pirkewerder, has been provided with a roadbed suitable for two tracks. However, only one track is being laid in the first construction stage.
- 25X1 2. [] Comment. The 1953 railroad construction project includes:
- a. The reinforcement of the single-track Rustermark-Wildpark railroad line and the construction of a second track.
 - b. Construction of a double-track rail link between Bohn-Wildpark and Lichendorf/Seddin. [] Mr sketch of this project, []
- 25X1 3. [] Comment. The Karow-Pirkewerder line section has been under construction for three months and was expected to be completed in October 1952. In the first construction stage only one track will be built. [] The second construction stage which envisages the extension of the line from Pirkewerder to Rustermark was originally to be done in 1953. However, work on this stage is now to be started in 1952. []
- 25X1 4. [] Comment. Information on the improvement of the Wilhelms marshaling yard which is to be the largest installation of its kind in East Germany was transmitted previously. For construction drawings, []
- 25X1 5. [] Comment. Plans for a reorganization of traffic to and from Berlin have been under consideration since the early thirties.
- 25X1 6. [] Comment. Information on the planned construction of an underground north-south railroad line in Berlin has also been reported by other sources. However, the realization of this project would depend on a unified administration of the city. []
- 25X1 7. [] Comment. This information refers to the second construction stage for the Nordring Berlin project. [] Originally, the second construction stage of this project was to be executed in 1953, however, it appears possible that work on this project will be started in this year after the completion of the Karow-Pirkewerder line which was expected in October 1952. []

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